

HPMS 2011 WORKSHOP – QUESTIONS AND ANSWERS

Updated: 3/29/11

1. How do we have the locations that the counts are taken relocated?

Answer: All of the principal arterials are on the annual request.

The minor arterials and collectors are the ones that are sampled. These can be switched around on request it but, they don't have to be counted every year or even every three years, though that would be desirable. We are asking for the latest available traffic data and pavement data on these sections of which you have record.

2. Some roadway segment can have multiple lanes that reduce significantly to several lanes within the segment. Do you count the maximum amount of lanes?

Answer: The section can be split where the number of lanes changes.

3. Will there be any examples showing GIS on the CRS MAPS?

Answer : No. We do not have the CRS maps in a GIS format, they are in paper and PDF format. We do have the functional classification of roads in our road layer, referred to as TANA. We purchase TANA many years ago from a third party vendor and due to contractual restriction we are not allowed to share the GIS files outside of Caltrans. We are in the process of transferring (conflating) the functional classification of roads to TIGER. This is a GIS road layer that is developed by the U.S. Census Bureau, free and available to the public.

4. What am I expected to learn at the workshop that is not covered by your email and online documentation?

Answer: There are changes happening to the HPMS that are taking place right now. A new data model is being introduced and implemented.

5. In completing the HPMS information, what do we do if pavement characteristics are different within a street segment? For example, we resurfaced a portion of a street segment but not the entire segment. How is that listed?

Answer: It is fine to split the section in this case.

6. In briefly comparing our submitted list from last year with the list provided for us this year, I found that changes have not been incorporated. If no reason is given for not including the corrections we submitted last year, or no explanation is given on how to do this correctly, I feel like our effort is a waste of time. Please address this issue.

Answer: Please be sure to make your changes very obvious by highlighting the cells and bolding the text. You may resubmit your changes from last year and we may reissue this year's data file with your changes incorporated. If there is enough time prior to the April 15th deadline, you may submit with any additional changes.

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7. Column labeled "Future AADT", how far in the future? 5 years or 10 years into the future, projected?

Answer: 20 years is the target. 18 to 25 years is an acceptable range.

8. I do not have a specific question at this time but am interested in an overview of the program along with any modifications made to the program.

Answer: This should be answered in the presentation. We will review the changes that have happened for the 2010 submittal.

9. How can a city modify the list (include and exclude) of classified streets.

Answer: You need to work with your Caltrans District personnel. For questions on how to get streets classified refer to this website on Functional Classifications. http://www.dot.ca.gov/hq/tsip/hseb/func_clas.html

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10. What is the difference between Year_Suf_Improvement and Last Yr Construction?

Answer: The year of Surface Improvement (Year_Suf_Improvement) is considered an overlay. The last Yr Construction is when it's taken down to the sub-base and either construction (new road) or the road is rebuilt.

11. What is IRI?

Answer: International Roughness Index (IRI) is used to estimate the amount of roughness in a measured longitudinal profile of a road. It's the cumulative vertical displacement in inches for each longitudinal mile of roadway.

More information may be found here:

<http://pavementinteractive.org/index.php?title=Roughness>

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12. Your agenda appears to already answer most of my questions -- what is HPMS and how can we facilitate easiest/fastest responses for info in the future.

Answer: The Highway Performance Monitoring System (HPMS) measures and monitors the condition, performance, usage, and operating characteristics of the Nation's highways for use by policy decision makers and Congress in developing and evaluating Federal-aid highway programs and funding levels. Additionally, FHWA provides Congress with assessments of future highway investment needs and investment/performance relationships, using State-furnished HPMS data as input, for budget and program development purposes. The HPMS is a federally mandated program.

13. How will the HPMS adapt to or be affected by decreased funding for transportation infrastructure?

Answer: HPMS is a data source. It will be a going concern regardless of how transportation infrastructure is affected by decreased funding.

The HPMS program itself is impacted by budget cuts as there are fewer resources available to collect data or improve data collection systems.

14. If a change in functional classification is requested, does the request need to be submitted and approved by Caltrans before changing the FC on the HPMS report; if so, approximately how long does this request take before it is approved thru Caltrans, or can the FC request and HPMS report both be submitted at the same time?

Answer: HPMS cannot change the functional classification of roads. To change the classification you need to work with your Caltrans District Representative. This website provides all the steps you need to follow:

http://www.dot.ca.gov/hq/tsip/hseb/func_clas.html

Once Caltrans receives your request and if all the required documentation has been provided, it takes approximately two weeks to process the change. Note that the city/county resolution and MPO concurrence letter are likely to have the longest lead times in this process.

15. I found too many discrepancies between our County Maintained Road System (CMRS) limits and the provided road list, how did you come up with that list?

Answer: This is why we need to have the maintained mileage sheets updated. If any of these discrepancies are due to differences in roadway functional classification, the function classes shown on the CRS maps are the correct ones. If the function class of a segment is different than what is shown on the CRS map, then it should be highlighted and noted for correction.

16. The instructions are confusing and the fields don't match the data file provided. Could you clarify what it is that you would like us to do this year?

Answer: Highest priority items to provide are section length, surface types, IRI, AADT, rutting, faulting, cracking, speed limits, K&D factors

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17. Do you have conversion factors for converting a one-day count into AADT for the different functional classes?

Answer: From the Highway Capacity Manual, Chapter 8 Traffic Characteristics
 $AADT = ADT / 1.07$

18. Please explain K factor and D factor.

Answer: A description of each with examples is available here:
<http://www.scag.ca.gov/hpms/pdfs/2010/HPMS-KandDFactors.pdf>

19. What year should AADT data reflect?

Answer: Caltrans will accept whatever data is considered current in your jurisdiction.

20. How should we report multiple counts taken in different years along one long section of roadway?

Answer: You may split the section where the counts change.

21. How should we report multiple speed limits along one long section of roadway?

Answer: Split into multiple sections if possible or use the predominant speed limit if easier.

22. Do agencies need to provide any geometric data as it relates to LRS data?

Answer: No. Please correct any LRS IDs if incorrect.